

THE RIO NEWS.

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RIO DE JANEIRO, FEBRUARY 5TH, 1885

NUMBER 4*

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THE RIO NEWS

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of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs; list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, FEBRUARY 5th, 1855.

It seems likely that the agitation ensuing upon the decision of the minister of justice that the contracts entered into by Protestants before notaries public do not constitute legal marriage will so sharply call the attention of the government to the matter, that a civil marriage law will become a fact. We cannot see however, what other decision the minister of justice could have given. His duty is to translate the law as written, and if this law positively states that for the legalization of a marriage the presence of a priest or pastor be necessary, how could the minister do otherwise than so decide? That he might have accompanied his decision with recognition of the absurdity of such a law and a promise that he would have the matter corrected, we quite see, and consider his silence on this point of vital importance in the immigration question censurable and very wrong. Freedom, civil and political, has many times convulsed nations more advanced than Brazil; and the necessity of legalizing marriages by a civil contract is so salient that the delay in passing a law to this end would be simply astounding, were there no equally astonishing matters apparent in the whole administration of our government. The result of the matter at present is; a certain number of unhappy women are living in concubinage and an uncertain number of children will be born illegitimate. It is true that the law provides for the legitimization of these latter, but the mothers are necessarily left in their state of dishonour and no law unless specially passed can relieve them of their disgrace. There has been so much discussion and (so little profit from this) on the question, that we sincerely trust it may be approaching a solution. There is no denying that the uncertainty as to how he may constitute a family will have an unfavorable influence on the North European immigrant. Not quite so much perhaps on those of Latin extraction; but this uncertainty must be dispelled and at an early date. We do not blame the minister of justice for stating what the law is; in fact, he has done a good action in showing up abroad the state of backwardness of our legislation, but we do blame and most severely his incomprehensible silence as to any proposal to seek the righting of matters, and feel surprised that our colleagues of the press have not treated the subject from this point of view and attacked his inaction, not his action. We have said again and again, the most vital questions in the attracting of immigration are; civil marriage, by which he who chooses may dispense with any or all religious ceremonies; and perfect political equality; for why should the foreigner who chooses Brazil as the home

for his family be considered of less value than the young gentleman who, furnished with a diploma, legislates for him? Our legislation is more backward than any country that desires to attract immigration on these two points, and the most enticing promises and gilded lures will avail very little against such a question as this. Protestants, Jews and Mahometans are not legally married in the eye of the law of Brazil unless a priest, pastor, rabbi or mollah be present at the ceremony.

THE unjust, we might even say the iniquitous law for calling in legal tender notes for redemption has provoked some sharp criticisms from our chief journal, which we print in another column. The figures as printed by the *Jornal* are absolutely appalling. The country is, we may say with comparative certainty, that part of its population that is least able to bear the burden has been robbed—there is no other word—of the enormous sum of 3,873,554! Legally the government may have the right to notify holders of its debt that on such date it falls due and after this it will become valueless. We will even concede that this right should exist in the case of a debt bearing interest; for holders content with security and the income would neglect to present their documents and the government would become embarrassed by accumulated debt, as our colleague so justly says. But how completely different is the status of these legal tender notes. First, they bear no interest and as pointed out by the *Jornal* can therefore occasion no accumulation of debt. Then they are nothing more or less than a forced loan, a species of highway robbery, where government is the Jack Sheppard and demands "your specie or your life!" and sometimes in time of war takes both. The notes of our treasury have the clause *value received* making them a commercial document subject to protest; and lastly the pretexts for a call are generally futile. It is questionable whether in any other part of the world a pledge of government credit would be allowed by the legislature to possess such a characteristic as this to which we have referred. That it has been in existence for fifty years without modification, is merely another instance of those anomalies in this empire, which it has been so often our unpleasant duty to point out. How it can be corrected, seems a question not so easily answered as our colleague appears to think. Upon the appearance of counterfeit notes of any description, those notes are to lose their only virtue, legal tender, but will be paid upon presentation at a proper fiscal station. This is evidently unsatisfactory. If counterfeits appear self-protection must make creditors careful and see that they do not accept false money; and even where they do is there any great difference between a counterfeit note and one whose value is lost by executive decree? We can not see where it lies. Moreover who is to present these illegal tenders that have ceased to have currency to the proper agency for payment? The unfortunate immigrant or colonist of the interior will have as little opportunity to recover uncurrent money as he now has with that become valueless. This is quite as inequitable as the present law is legal. A note issued as a legal tender never can and must not become a worthless piece of engraving if the government issuing it wishes to retain its position as a conscientious and honorable debtor. No man, and how much less a government, may say to a creditor: "I have no money but I will give my obligations which I will make a legal tender" and then issue a notice that these obligations will become valueless after a certain date. His original creditor has disposed of these obligations; he has settled his own liabilities by

means of them and innocent third parties are to suffer. Such an action on the part of a merchant would quickly receive its merited punishment and any government should be considered equally guilty. It may be charged against us, that as foreigners we have no interest in a purely domestic question. We agree that this enormous sum of 3,800,000\$ has been probably in *toto* contributed by natives; but have we no right to call the attention of our readers in Europe and America to a law, most easily remedied, by which repudiation is authorized and this too in the most (as the *Jornal* says) disgusting manner; for it is repudiation at the expense of the ignorant and hard-worked laborer, while the capitalist and educated portion of society escape. We heartily join in the demand of the *Jornal* that this law be immediately reformed.

WHILE the banquet of the Lord Mayor of London is chosen as an opportunity for the British ministers to give publicity to the ideas and determinations of the Cabinet, Senator Dantas has, lacking a banquet, availed of a lunch for giving expression to his sentiments. The occasion was afforded by a *fête* at a cotton mill and the opportunity by the *déjeuner à la fourchette* that came after. Before touching on the more important points of H. Excellency's speech, we may here mention that the owner of the mill is reported to have explained the tribulations he has passed through and to have asked for protection from the government. We, of course have no means of gauging his tribulations, but that a satisfactory compensation was in prospective seems undoubted. Whether, as the premier says, his activity, intelligence and care, as well as his savings, labour and the sweat of his brow have all gone into this cotton mill, we are also unable to guarantee; but *noblesse oblige* and we will accept the premier's assertion to this. Upon which of these elements does the gentleman base his claim for protection? Activity, intelligence, care? Savings, labour, sweat of his brow? Conceding he possesses the first three; none of them need protection, for they are protective of themselves; the usual self-preserved faculties hardly go beyond them. Savings, unless the money was borrowed, he certainly must have employed; labour also may be conceded and even the perspiration; but upon which of these three does he base his claim for protection? And now comes in the opportunity of enquiring of this benefactor of his adopted country, whence comes the yarn he uses in his factory? Is not every pound of it imported dyed, and even sometimes on the reels? The premier has been, what Senator Affonso Celso called, *hoombogued!* As to H. Excellency's remarks on the policy of government, we can frankly say his speech was as satisfactory as could be expected. Although it is impossible for a Protestant and a foreigner to consent to a statement that freedom of religion exists, save theoretically, in Brazil, we will agree that freedom (or licence) of speech and press are facts; that opinions may be freely expressed, and even libels published under our law. But the freedom is exceeded when one dare not slap a blackguard's face for fear of a six month's detention in jail. We want a little less freedom and a little more civilisation. The premier's confession that he was neglecting public business that might be deferred, to appear at a lunch, was ingenuous at least, for as the happy possessor of the portfolios of finance (no light load surely) and of foreign affairs, it seems almost possible that attention might be necessary for one or the other posts. However H. Excellency must necessarily know more about the public affairs than we do and our criticisms are possibly unjust and unnecessary. As to

the slavery question H. Excellency claimed for himself the proud position of being the first prime minister who had proposed a solution of this matter and most heartily and sincerely do we recognize his claim to this pre-eminence. Denying any arrangement with H. M. the Emperor, H. Excellency only agreed to form a Cabinet, when the views of the Emperor and his own were harmonized. A most important declaration, for the views must be identical as to the law that caused the dissolution of the last Chamber of Deputies and upon which the new Chamber must give an opinion. Important, for if there be the opposition to Senator Dantas' law that was shown in the last parliamentary session, the executive and legislative powers may meet in opposition and revolution or civil war ensue. There is just a trifle of bathos in the winding up of H. Excellency's speech; that he is the son of poor parents is hardly a matter of public interest and invites comparisons. That he commenced labour at so early an age as 11 years is most commendable, but was scarcely necessary to state upon this occasion. Finally, while we are and always shall be admirers of Senator Dantas' emancipation scheme, we cannot shut our eyes to the fact that in other matters he is not equal to the load he has undertaken and most of our readers will agree that in the matter of this speech he has made a mistake.

We have had on a previous occasion to touch upon the reciprocity treaties between the United States and Spain, and now call attention to that clause in President Arthur's message in reference to the policy of the American government in this direction. It seems pretty evident that manufacturers in the United States will leave no stone unturned to open Central and South American markets and that to this end diplomacy and even money will be availed of. That the American manufacturers have not commenced their attempts in the right direction here is manifest to every one who is in contact with trade in Rio. We will endeavor to explain why and how these attempts fail. American manufacturers and traders accustomed to send their *bag-men* through the South and West of their own country and being as a rule utterly ignorant as to how business was conducted in Brazil, thought that nothing more was necessary than to start off a traveller with a case or two of samples, a price list and a moderate credit, to attract the whole Brazilian trade. Many of these *bag-men* spoke no Portuguese; most of them were quite a drift as to duties; all had orders to sell for cash. They arrive here and following the system to which they were accustomed in the domestic trade of the United States apply for orders to the dealers, who are in Rio rarely importers directly. The class of merchants who accept orders for importations from these dealers is most important; and as they, naturally incensed at this attempted raid upon their business,—a raid utterly foolish and necessarily unsuccessful,—resisted these *travelers*, what chance could American manufacturers have? If the trade of the United States desires to enter the Rio market a diametrically opposite movement must be made. We neither require commissions nor *bag-men*. There is no want of respectable houses here who will receive and pay for their goods and having established relations with the dealers enjoy facilities for trade that no *traveler* can possibly acquire. Let the manufacturer in the United States enter into correspondence with one of the many *encouragement* houses here, all of which have correspondents, and many agencies, in the United States and we feel sure that the result will be satisfactory. This commission to which President Arthur refers would do absolutely nothing in Brazil. There is not a merchant on the committee,

and their labours should be and we trust will be restricted to interviewing merchants in the United States. No; the only practical manner in which the United States can increase her exports to Brazil is to come to arrangements with houses already established and consign goods; or establish their own agencies with the prospect of almost certain loss for the period necessary to acquire the practice in and knowledge of the trade already acquired by their competitors. One other solution there is to be sure, but we do not think the United States will avail of it. We mean a reciprocity treaty, by which that country would gain everything while Brazil would be the loser; there would be no real advantage to either country by so one-sided a treaty; moreover Brazil cannot afford any reduction in tariffs, which are already hardly sufficient to meet the calls upon the Treasury and we trust the government of the United States will be merciful in the matter. When right and justice are on one party's side, it may not be always judicious to use these to the utmost extent. We have made these remarks in the interest of consumers, for if the public can be served as well and more cheaply from the United States, there will be no house in Rio which will refuse the advantages. If however there be no improvement in communication between this and American ports how can trade possibly be attracted? The service between Brazil and the United States is simply disgraceful and the long-suffering Brazilian government might have made matters unpleasant but for constant efforts on the part of the agents of the steamship company here. As the trade now stands there is perhaps no great harm done, for we have a sufficiency of steamers hence for United States ports, but if it be sought to open Brazilian markets for American products some scheme must be inaugurated to furnish less irregular communication than is at present the case. A steamer that reports 35 days from New York when one from Southampton comes in 19 1/2 days renders mail communication quite as rapid via England as direct. We call the attention of the United States government to these matters, and close by begging that no commissions be appointed, but that merchants and manufacturers aided by the diplomatic and consular corps be allowed to find the right channels for the trade they seem to be seeking.

RED TAPE.

Our colleague of *O Puz* publishes as an extract from the *Diario Oficial* the following:

The minister of finance notifies the president of the treasury agency in Alagoas that in conformity with the notice of the minister of war of December 17th last a credit of *Ten mil reis* has been opened under the appropriation "Barrack expenses" for the repairing of furniture in use at the secretariat of the garrison company in that province.

Our witty colleague in a following number makes fun of certain *avisos*; one allowing the labourers of a of the departments of the Navy yard to wear brown cotton trowsers; another ordering that the soiled linen of the naval hospital at Sergipe shall be washed administratively and finally a third to say that the government would accept the lowest bid for furnishing fowls and eggs to the hospital here.

We had observed the apparent absurdity of the above *avisos*, but a morbid feeling of delicacy prevented our touching upon them; as however a talented native colleague seems not to have the same feeling in the matter, we must cast aside our feelings and treat it also. Not however in the trifling tone our colleague assumes, but in the serious manner such weighty matters require.

We upon reflection consider it laudable that ministers of the Crown show such praise-worthy care for the public funds. Is it not better to use care in spending 10\$ in

the repair of some damaged chairs and tables than to spend hundreds of *contos* of reis in repairing a damaged Pedregulho reservoir? We feel persuaded that before these 10\$ were granted, surveys were held and estimates carefully prepared. Was this done in the reservoir case? We also are certain that the 10\$ expended, the damaged articles will again become useful, or perhaps ornamental. What certainty has any one as to the reservoir?

Then washing soiled linen administratively! Our colleague acknowledges that no tenders were received for otherwise executing this necessary service. He cannot surely desire that the invalids of the Sergipe naval hospital should never change their clothes and how could this be accomplished without the intervention of the minister?

"Cleanliness is akin to godliness", says the proverb, and by an administrative laundry the minister of marine promotes the latter moral quality. Moreover is there a very great difference between washing shirts, sheets etc. administratively and working railways confessed to be productive of loss, and only loss, under the same system?

If government is a railway proprietor, why not a laundry owner also?

Finally the question of chickens, or fowls, and eggs is not the ridiculous matter it appears to be. Why should not a commission be appointed to purchase fowls and eggs abroad; a commission with a well-paid officer at its head and a considerable staff at his back? We confess admiration for the minister's action and hope it may be the thin edge of the wedge which is to open the doors to the lowest bidders in quite as important matters as the supply of fowls and eggs to the naval hospital.

We cannot possibly join in the jocose tone our colleague assumes in these matters, but consider their treatment worthy of the greatest earnestness and care.

For all we can tell these apparently trifling matters may be but the commencement of a great and necessary reform in our administration. At least we endeavor to consider them as such and the view opened to us is enchanting; no more damaged furniture (or public works) without strict surveys, proofs of necessity, probability of restoration to the purposes for which they were intended; no more railways worked at the expense of the many tax-payers for the benefit of the few; no more commissions to go abroad on errands utterly unnecessary; but freedom for the responsible and over-taxed commerce of Rio to offer to supply government with such articles as it needs from abroad at a less cost and in quite as satisfactory a manner as is now the case.

Our colleague will doubtless call us a visionary and a dreamer. We confess to being both one and the other as to improvement in this country until some of the measures we have mentioned above are practised.

THE PRESIDENT'S MESSAGE.

A few extracts from the last message of the President of the United States may not prove uninteresting.

SUBSIDIES FOR STEAMSHIP.

That portion of the Secretary's report which concerns the condition of our shipping interests cannot fail to command your attention. He emphatically recommends that as an incentive to the investment of American capital in American steamships the Government shall, by liberal payments for mail transportation or otherwise, lend its active assistance to individual enterprises, and declares his belief that unless that course be pursued our foreign carrying trade must remain, as it is to day, almost exclusively in the hands of foreigners.

One phase of this subject is now especially prominent, in view of the repeal of the act of June 26, 1884, of all statutory provisions arbitrarily compelling American vessels to carry the mails to and from the United States. As it is necessary to make provision to compensate the owners of such vessels for performing that service after April, 1885, it will be hoped that the whole subject will receive early consideration that will lead to the enactment of such measures for the revival of our merchant marine as the wisdom of Congress may devise.

NATIONAL BANKS.

The number of national banks in operation Nov. 1, 1884, was 2,672. The number of national banks organized during the year ending Nov. 1, 1884, was 191, with an aggregate capital of \$16,042,230. Circulating notes have been issued to these new associations amounting to \$3,854,530. These new banks are located by geographical division as follows: Eastern States, 10 banks, with capital of \$810,000; Middle States, 25 banks, with capital of \$2,991,100; Western States, 102 banks, with capital of \$8,905,880; Pacific States, 5 banks, with capital of \$8,000,000; Territories, 1 bank, with capital of \$1,143,000. The aggregate capital of the national banks of the United States on Oct. 1, 1884, was \$324,266,345; the surplus was \$147,045,832; the circulation was \$889,775,123; the individual deposits were \$1,259,259,149; the loans and discounts were \$1,240,970,730; the amount of specie was \$128,669,100. The United States bonds to secure circulation were \$27,435,000; and the United States bonds to secure deposits and for other purposes were \$30,419,600. Eleven national banks, with an aggregate capital of \$1,285,000, have failed and been placed in the hands of receivers during the year ended Nov. 1, 1884. The corporate existence of 89 national banks expired during the year, of which 83 have been extended under the act of July 12, 1882. The shareholders of five national banks have permitted their corporate existence to expire by limitation during the year, three of which were succeeded by other associations in the same places and with nearly the same shareholders, and one national bank was placed in voluntary liquidation by vote of shareholders owing two-thirds of its stock. The corporate existence of 72 national banks, with an aggregate capital of \$189,071,475, will expire during 1885.

It will be noted that the circulation decreased \$45,156,454 during the year. The bonds deposited to secure circulation, which decreased \$9,613,350 in 1883, were still further reduced \$25,442,300 during 1884, a reduction of \$35,055,650 in two years. The 3 per cent. bonds of the United States have now been reduced to less than \$200,000,000, and they will be further reduced through the operations of the sinking fund by nearly \$50,000,000 each year. The market prices of the 4 per cent. and the 4 1/2 per cent. bonds of the United States have declined somewhat during the past year, but that these bonds are still too high to enable banks to base circulation upon them at a profit is plain; from the fact that the circulation has been voluntarily decreased more than \$25,000,000 during the year. Among the measures of relief recommended in the last report were an increase of the issue of notes to the face value of the bonds deposited, a bill to authorize which passed the Senate during the last session of Congress; the acceptance of the 3 1/2 per cent. bonds of 1924 of the District of Columbia, the payment of which is guaranteed by the United States, and a repeal of the tax on circulation. I earnestly commend these propositions to the wisdom of Congress believing that, if adopted, they will enable banks which now contemplate a surrender of their circulation in consequence of the calling of their 3 per cent. bonds to maintain it on the long time bonds with a small profit, or at least without loss. Inasmuch as about \$135,000,000 of the circulation of banks is based upon our 3 per cent. bonds, which are now redeemable, and being rapidly redeemed, remedial action cannot be postponed beyond the present session if a rapid reduction of our bank note circulation is to be avoided. The subject is a very important one, and should receive immediate attention.

FINANCES.

The condition of our finances and the operations of the various branches of the public service which are connected with the Treasury Department are very fully discussed in the report of the Secretary. It appears that the ordinary revenues for the fiscal year ended June 30, 1884, were:

From customs.....	\$195,067,489 76
From internal revenue.....	121,860,672 81
From all other sources.....	31,866,356 05

Total ordinary revenues..... \$348,510,869 62

The public expenditures during the same period were:

General expenses.....	\$29,313,007 71
For foreign intercourse.....	1,266,765 37
For Indians.....	6,475,999 00
For Pensions.....	55,479,278 00

For the military establishment, including all other minor improvements and annuals.....	30,429,603 33
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For the naval establishment, including vessels, machinery, and improvements at navy yards.....	17,892,601 44
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For all other establishments, including public buildings, lighthouses, and collecting the revenue.....	43,939,710 00
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For expenditures on account of the debt of Columbia.....	3,497,049 62
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For interest on the public debt.....	54,578,748 48
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For the sinking fund.....	45,790,239 00
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Total ordinary expenditures.....	\$990,914,73 83
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Leaving a surplus of	\$57,003,306 09
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As compared with the preceding fiscal year there was a net decrease of over \$21,000,000 in the amount of expenditures. The aggregate receipts were less than those of the year previous by about \$54,000,000. The falling off in revenue from customs made up nearly \$20,000,000 of this deficiency, and about \$23,000,000 of the remainder due to the diminished receipts from internal taxation. The Secretary estimates the total receipts for the fiscal year which will end June 30, 1885, at \$330,000,000, and the total expenditures at \$290,620,201 16, in which sum are included the interest on the debt and the amount payable to the sinking fund. This would leave a surplus for the entire year of about \$39,000,000.

The value of exports from the United States to foreign countries during the year ending June 30, 1884, was as follows:

Domestic merchandise.....	\$724,964,859
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Foreign merchandise.....	15,548,757
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Total merchandise.....	740,513,606
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Specie.....	67,125,363
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Total exports of merchandise and specie.....	\$807,646,992
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The cotton and cotton manufactures included in this statement were valued at \$208,900,415, the

breadstuffs at \$162,544,715, the provisions at \$114,416,547, and the mineral oils at \$47,103,248. During the same period the imports were as follows:

Merchandise.....	\$66,667,663
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Gold and silver.....	37,429,662
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Total.....	\$705,129,995
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More than 63 per cent. of the entire value of imported merchandise consisted of the following articles: Sugar and molasses \$103,884,274; wool and woolen manufactures \$33,542,495; iron and its manufactures \$49,949,128; coffee \$19,682,705; iron and steel and manufactures thereof \$10,404,599; chemicals \$38,464,905; flax, hemp, jute and like substances and manufactures thereof \$33,403,398; cotton and manufactures of cotton \$20,454,470; hides and skins other than fur skins \$22,350,906.

THE SPANISH TREATY.

This government has more than once been called upon of late to take action in fulfillment of its international obligations toward Spain. Agitation in the island of Cuba hostile to the Spanish Crown having been fomented by persons abusing the sacred rights of hospitality which our territory affords, the officers of this government have been instructed to exercise vigilance to prevent infringement of our neutrality laws at Key West and at other points near the Cuban coast. I am happy to say that in the only instance where these precautionary measures were successfully eluded, the offenders, when found in our territory, were subsequently tried and convicted.

The growing need of closer relationship of intercourse and traffic between the Spanish Antilles and their natural market in the United States led to the adoption in January last of a commercial agreement looking to that end. This agreements has since been superseded by a more carefully framed and comprehensive convention, which I shall submit to the Senate for approval. It has been the aim of this negotiation to open such a favored reciprocal exchange of productions carried under the flag of either country as to make the intercourse between Cuba and Porto Rico and ourselves scarcely less intimate than the commercial movement between our domestic ports, and to insure a removal of the burdens on shipping in the Spanish Indies, of which

in the past our ship owners and ship masters have so often had cause to complain. The negotiation of this convention has for a time postponed the prosecution of certain claims of our citizens which were declared to be without the jurisdiction of the late Spanish-American Claims Commission and which are, therefore, remitted to diplomatic channels for adjustment. The speedy settlement of these claims will now be urged by this Government.

Negotiations for a treaty of commercial reciprocity with the Dominican Republic have been successfully concluded, and the result will shortly be known before the Senate.

Certain questions between the United States and the Ottoman Empire still remain unsolved. Complaints on behalf of our citizens are not satisfactorily adjusted. The Porte has sought to withhold from our commerce the right of favored treatment to which we are entitled by existing conventional stipulations, and the revision of the tariffs is unaccomplished.

The final disposition of pending questions with Venezuela has not as yet been reached, but I have good reason to expect an early settlement, which will provide the means of re-examining the Caracas awards in conformity with the expressed desire of Congress, and which will recognize the justice of certain claims preferred against Venezuela.

The Central and South American Commission, appointed by authority of the act of July 7, 1884, will soon proceed to Mexico. It has been furnished with instructions which will be laid before you. They contain a statement of the general policy of the Government for enlarging its commercial intercourse with American States. The Commissioners have been actively preparing for their responsible task by holding conferences in the principal cities with merchants and others interested in Central and South American trade.

HOW TRADE CAN BE EXTENDED.

In the course of this communication reference has more than once been made to the policy of this Government as regards the extension of our foreign trade. It seems proper to declare the general principles that should, in my opinion, underlie our national efforts in this direction. The main conditions of the problem may be thus stated: We are a people of mechanical pursuits and fertile in invention; we cover a vast extent of territory rich in agricultural products and in nearly all the raw materials necessary for successful manufacture; we have a system of productive establishments more than sufficient to supply our own demands; the wages of labor are nowhere else so great; the scale of living of our artisan classes is such as tends to secure their personal comfort and the development of those higher moral and intellectual qualities that go to the making of good citizens. Our system of tax and tariff legislation is yielding a revenue which is in excess of the present needs of the Government. These are elements from which it is sought to devise a scheme by which, without unfavorably changing the condition of working men, our merchant marine shall be raised from its present feeble condition and new markets provided for the sale, beyond our borders, of the manifold fruits of our industrial enterprises. The problem is complex, and can be solved by no single measure of innovation or reform. The countries of the American Continent and the adjacent islands are for the United States the natural markets of supply and demand. It is from them that we should obtain what we do not produce or do not produce in sufficiency, and is to them that the surplus productions of our fields, our mills, and our workshops should flow.

Under conditions that will equalize or favor them in comparison with foreign competition four paths of policy seem to point to this end.

First.—A series of reciprocal commercial treaties with the countries of America which shall foster between us and them an unhampered movement of trade. The conditions of these treaties should

be the free admission of such merchandise as this country does not produce, in return for the admission free or under a favored scheme of duties of our own products, the benefits of such exchange to apply only to goods carried under the flag of the parties to the contract. The removal on both sides from the vessels so privileged of all tonnage dues and national imposts, so that these vessels may ply unhampered between our ports and those of the other contracting parties, though without infringing on the reserve home coasting trade. The removal or reduction of burdens on the exported products of those countries coming within the benefits of the treaties, and avoidance of the technical restrictions and penalties by which our intercourse with those countries at present hampered.

Secondly—The establishment of the Consular Service of the United States on a salaried footing, thus permitting the relinquishment of Consular fees, not only as respects vessels under the national flag but also as respects vessels of the treaty nations carrying goods entitled to the benefits of the treaties.

Thirdly—The enactment of measures to favor the construction and maintenance of a steam carrying marine under the flag of the United States.

Fourthly—The establishment of a uniform currency basis for the countries of America, so that the coined products of our mints may circulate on equal terms throughout the whole system of commonwealths. This would require a monetary union of America, whereby the output of the bullion-producing countries and the circulation of those which yield neither gold nor silver could be adjusted in conformity with the population, wealth and commercial needs of each. As many of the countries turn out no bullion to the common stock, the surplus production of our mines and mints might thus be utilized and a step taken toward the general remonetization of silver. To the accomplishment of these ends, so far as they can be attained by separate treaties, the negotiations already conducted and now in progress have been directed, and the favor which this enlarged policy thus far received warrants the belief that its operations will ere long embrace all or nearly all the countries of this hemisphere.

It is by no means desirable, however, that the policy under consideration should be applied to these countries alone. The healthful enlargement of our trade with Europe, Asia and Africa should be sought by reducing tariff burdens on such of their wares as neither we nor the other American States are fitted to produce, and thus enabling ourselves to obtain, in return a better market for our supplies of food, of raw materials, and of the manufactures in which we excel.

It seems to me that many of the embarrassing elements in the great national conflict between protection and free trade may thus be turned to good account; that the revenue may be reduced so as no longer to overtax the people; that becoming bountiful; some; that our shipping interests may be judiciously encouraged; the currency fixed on firm bases and above all such a unity of interests established among the States of the American system as will be of great and ever increasing advantage to them all. All treaties in the line of this policy which have been negotiated, or are in process of negotiation, contain a provision deemed to be requisite under the clause of the Constitution limiting to the House of Representatives the authority to originate bills for raising revenue.

PROVINCE OF PARA.

We extract from the speech of the president of this province, when opening the provincial assembly on October 15th last, the following:

"The financial position of the province, very prosperous up to last year, shows the crisis that has shaken the market in consequence of the sensible decline in rubber, which forms, as you know, an important source of revenue for this province. The heavy losses in commerce following the effects of the decline would infallibly affect the provincial revenue, more particular as this has a heavy charge upon it which must be promptly met. The consolidated debt which was reduced to 903,200\$ has been increased by 100,000\$. On works contracted for, some of which are constructing, interest guaranteed to the Bragança railway and interest on the deferred payments for paving the S. José road the treasury owes 766,302\$280."

From the table annexed to the report of the inspector of the treasury, it will be seen that the revenue collected for the fiscal year 1882-83 reached 3,107,683\$464. With the authorized issue of bonds (*apólices*), financial operations, deposits and balances from preceding years the total reached the important amount of 4,467,535\$860, viz:

Ordinary revenue.....	3,095,335\$972
Extraordinary do.....	12,329 492
Issue of bonds.....	100,000 000
Financial operations.....	10,320 823
Deposits.....	855,215 704
Special interest fund.....	72,000 000
Balance of fiscal year 1881-82.....	321,315 869

(There is a mistake of 1,000\$—Eds. *News*) which shows an excess of 594,422\$281 over the preceding fiscal year. The difference in the ordinary revenue arises from: 1st, the re-establishment of the 10 per cent. on all taxes, taken off by law of 1881-82; 2nd, the rise in prices for rubber; 3rd and finally the increased exportation.

The highest price for fine rubber in 1881-82 was 4\$116 and the average 3\$269; in the succeeding year the highest price was 4\$456 and the average 3\$903. The exports paid in 1881-82 \$33,000\$ and in 1882-83 1,649,000\$. The expenses properly so

called in 1882-83 were 2,572,005\$574, of which 531,093\$147 was for public instruction, 682,782\$824 for public works and 225,227\$795 subsidies to navigation companies. Besides this there was expended: 512,970\$552 in financial operations; 369,310\$68 re-payments of deposits and 71,687\$832 special interest fund; making total payments for the year 3,525,974\$316. The balance carried to the next year was 941,561\$544 of which 170,495\$317 was available, the balance being deposited. The general revenue collected in 1883-84 by the Agency of the Treasury was 5,169,083\$817 and for the first half of 1884-85 1,582,165\$892. Of these amounts imports contributed 3,522,544\$791 and 988,478\$614 respectively and exports 1,080,988\$168 and 407,570\$485.

New York Herald, Dec. 10th

SUGAR.

The *Rio News* says that sugar is a glut in the consuming markets of the world, and is now "cheaper than guano." All countries producing the cane sugar are going through a severe crisis by reason of the low price of the commodity, and the European nations, having stimulated by bounties the beet sugar industry into an unnatural activity, are pouring into other markets their surplus products, which are sold at the best obtainable prices. In 1882 the world's production of beet sugar was placed at 153,000 tons; in 1879 it had increased to 1,393,939 tons, and in 1883 to 2,225,000 tons. So that in the last four years the production has increased nearly seventy per cent. The cane sugar industry has in that time hardly changed and seems to have been almost stationary after 1879. In the last named year the production is placed at about 3,500,000 tons, and in 1883 at 3,759,000 tons—an increase of only seven per cent. What the result of this contest between the cane and beet products will be can not now be foretold. The cane planters are economizing in every way, by using the best machinery and the most improved processes and are utilizing all waste products. The best, however, is heavily subsidized, and that is a great advantage.

How does this affect the Louisiana planters? The production is very uncertain—273,000,000 pounds in 1880, 160,000,000 in 1881 and 303,000,000 in 1882. It is known to be a costly product and could not compete with foreign sugars in a free market. Yet small as is this product in comparison with the total consumption of the country, it exerts an enormous influence upon tariff legislation. It is, however, feeling the effects of low prices, and it would not be surprising if the acreage devoted to cane growing should be largely decreased in the next year.

CALLED-IN NOTES.

Extracts from the *Jornal do Commercio* 23th Jan.

During the 1884 session the Chamber of Deputies adopted the following substitute for the law of 6th October 1883: "Holders of government notes, which become uncirculated from not being presented for redemption within the specified time will retain the right to receive their value by presenting them at fixed stations within five years after the commencement of the period marked for their withdrawal". No more was intended than to increase the time for presenting the notes for redemption and fix a special and short period; but even to this the Senate objected and confined the hard law which so closely approaches confiscation, if it be not real confiscation aggravated by the circumstance that it is heaviest on the ignorant and more severe in proportion to the distance between cities, and farms and villages of the interior.

The loss arising from this barbarous system is larger than generally thought, up to April 2nd, 1884 notes representing a value of 3,146,736\$ lost all value (of these 905,834 were of the value of 1\$ and 425,191 of 2\$) while the discount on called-in notes amounted to 726,814\$, so that the public lost 3,873,551\$ by the withdrawal of the currency.

There may be some who will consider this loss, if it be divided among the years since the 1835 law was promulgated. The appearance is illusory. The loss becomes greater in proportion to the increase in the issue of paper, to the greater number of calls, and to the increased area of population caused by railways, navigation etc. If the currency be not reduced, the country will lose more at each call under the present method of substitution. In 1874, ten years ago, the loss to the nation had been 2,649,850\$, so that during each of the ten year periods from 1835 the average loss had been 661,000\$. In the ten years, 1874-84, the loss was 1,221,692\$ or nearly the double of the preceding average. In 1883-84 the discount on called-in notes amounted to 104,426\$, while during that period no call reached its date of total loss of value for the un-presented notes. It seems to us sufficient that the state gains through fires, shipwrecks and other causes of loss. To impose a discount, increasing to loss of all value, on documents of legal tender is adding violence to violence.

Lectured-in notes be declared not legal tender, but let the state pay them when presented at the proper department. We see no reason for the loss of value of this debt but if this be agreed to, then let a much longer period be marked for the redemption than the usual one. That state debts may lose value is based upon the fact that the state cannot indefinitely be responsible for accumulated debt. But with called-in money, this does not occur, for its equivalent is deposited under the same form in the *Caisa de Anotiação*, and the greater or less delay in presenting it for redemption can in no manner disturb the machinery of the state. When the 1885-86 budget is discussed the finance minister will doubtless consider this question with its merited attention. Nevertheless, if for the suppression of all periods for redemption legislative action be necessary, a mitigating measure is already within reach of the government. Let the finance minister rigorously prohibit that from public departments any called-in note should be paid out. This prohibition should exist for there can be nothing more disgusting (*repugnante*) than for government to return to circulation notes that it announces a desire to withdraw; but the fact is it has always been the custom so to do.

PROVINCIAL NOTES.

The plans for the quays and port improvements at Santos have been approved.

The Barão da Estação when he heard he was chosen senator for Sérgipe freed 20 slaves. *Parabens! Sr. Barão.*

The treasury agency in Ceará reports December receipts at 67,370\$771 against 157,420\$988 for the same month of the preceding year.

The fiscal authorities of the province of Minas Geraes estimate that there will be a surplus of 227,260\$ for the present fiscal year.

The number of deaths in Santos during 1884 was 543, of which 234 were children under 12 years of age and 2 are registered at over 100 years.

We have often heard that Santos was a thirsty place and we believe it now; for a cargo of empty barrels arrived from there on the 30th ulto.

The December receipts of the Maceió custom house were 65,109\$676, including one *vintém* for the emancipation fund, against 89,785\$922 for the same month of 1883.

The customs receipts at Pará for December were 607,702\$622 and for the six months 3,195,171\$362, against 5,664,048\$842 for the corresponding period in 1883.

In Alagoas, the sugar planters disgusted with the prices current, said to be 1\$050 per 15 kilos, are turning their stock into the cane fields. Perhaps a few more central factories would help matters.

We hear that the inspector of public instruction in São Paulo announces that 205 female primary school need teachers. Will one of our Paulista colleagues let us know the total number of public schools in the province?

On 1st January the *Centro Liberdade de Goyaz* was inaugurated and distributed 129 letters of freedom amidst great enthusiasm. It was expected to free the capital during January and the whole province before 1886.

The rubber cleared in the *Recebedoria* at Pará during last year reached 9,860,157 kilos, of which 835,763 was Peruvian. The exports for December were 646,000 kilos for the United States and 723,000 kilos for Europe; stock on December 31st was 891,000 kilos.

The president of the province of Rio Grande do Sul ordered the provincial treasury to issue calls for the conversion of the 7 per cent. *apólices* into those bearing 6 per cent. and granting 30 days for this conversion: at the expiration of the time, interest will cease on such bonds as are not presented for conversion or redemption.

The *Baependiana* of the 18th ulto, says "We hear that for the first six months of the collection of provincial revenue by the Minas and Rio railroads, commenced 14th June ultimo, the company has paid into the provincial treasury more than 100,000\$, excluding the tax on cattle, which is not collected by the company, but paid into the treasury agencies. The total amount collected during the year should exceed 200,000\$—250,000\$ is probable; this is an amount that almost equals the sum collected by all the agencies in the southern part of the province during the fiscal year 1881-82."

The report of the National Cotton Exchange, New Orleans, estimates the cotton crop of 1884 and 1885 at 19,674,623 bales to 5,800,000 bales; in the latter case, if the prospects of the top crop are realized in certain districts. The yield in the Mississippi Valley is slightly below last year. In Texas there is a heavy decrease, while the Atlantic seaboard and Alabama show an increase.—*Exchange.*

RAILROAD NOTES

The Macaé and Campos railway traffic receipts in December were 141,655\$210.

The regulations, freight and passenger tariffs of the Paraná railway have been approved.

The Paraná railway from Paranaguá to Coritiba, a distance of about 110 kilometres was inaugurated on the 2nd inst.

The minister of agriculture has dismissed six employees of the Paulo Afonso railway, in view of the very small traffic movement on this line.

The *Railroad Gazette* reports 3,693 miles of new American railways built in 1884, the smallest number since 1878, being 40 per cent. below 1883.

The fiscal engineers report of traffic in October last on the "Recife ao S. Francisco" railway gives receipts at 61,554\$810 and expenses 42,668\$295. By decree 9,537 of 10th January 1885 the Southern Brazilian Rio Grande do Sul railway has received permission to bring the line to the sea-board.

The Itauna, S. Paulo, railway traffic receipts left a balance for December of 2,125\$390 on the trunk line and on the branch a balance of 20,153\$630.

The *Jornal do Commercio* learns that the minister of agriculture had authorized the director of the D. Pedro II railway to make reductions in the rates of freight for live stock and cereals on that line and we quite agree with our colleague that the step is worthy of commendation.

"On Robert Brough being asked which was the best book in the world, he answered, as a matter of course, 'The Bible.' 'And the second?' 'Bradshaw's Guide?' 'Why?' 'Because the Bible teaches us the way to Heaven and Bradshaw tells us at what time the trains start.'—*Railway News.*

The government "Porto Alegre Uruguay" railway, says the correspondent of the *Jornal do Commercio*, as surveyed will have a length of 380 kilometres, of which 180 are in traffic. The first section from the right bank of the Taquari river to Cachocá, 147 kilometres, cost when completed 66,800\$ per kilometre; the second 60 kilometres average about 56,500\$; the third 57 kilometres about 32,000\$ and the fourth and fifth sections, 116 kilometre about 25,000\$ per kilometre. Gauge is 1 metre.

LOCAL NOTES

Thirteen gold and six silver medals are to be granted expositors at the last Fine Arts Exposition.

There were 43 fires in Rio during 1884 of which 30 were insignificant and only 2 important.

It is astonishing how closely our colleague of the *Gazeta de Notícias* follows our ideas as to the ingenuities.

We congratulate our colleague of the *Revista Ilustrada* on his 400th appearance before an appreciative public.

The party charged with the attempt at poisoning a seamstress with strichnine in fruit has been arrested, but he denies any guilt.

The *Pai* and the *Brasil* have had each a shot at the *Jornal do Commercio* about the *tetas de ferro* business. Our views are known.

A decree has been published conceding 42 lotteries for the capital during 1885. Why not have made the number one a week?

We thank the representative of the Paraná railway company for the invitation sent us to the inauguration, at which we will be represented.

The Directors of the Rio de Janeiro Gas Company have to-night issued a circular to the shareholders detailing the position of affairs as regards the old and new tenders which the directors submitted to the Brazilian Government.—*Railway News*, Jan. 3.

A dealer in boots and shoes was so confident in the watchfulness of our police that he left his shop door open at night, and his confidence was repaid by the loss of 30 pairs of boots.—Served the idiot right!

Lord Iacob who was reported as an applicant for the post of notary public at Macaé denies the truth of the report, and says it was a joke in bad taste of some enemy, who signed his name to the requirements.

For the first half of the fiscal year 1884-85 the *Typographia Nacional* received 199,473\$029, in which is included government printing, and the *Diário Oficial* received 48,516\$240, of which government publications supplied 34,328\$820.

The green cloth is attractive to most gamblers, but we did not know the attraction was so strong that failing the cloth a green field would do. One of the daily papers notices the arrest of two fellows who were gambling in a *casino* field in Engenho Novo.

January 27.	
179 Six per cent apolices.	1,065 000
300 do do	105 1/2 000
7,000 do	105 000
10,000 \$ 1/4 % Gold Loan 1879.	118 000
130 Banco Commerico	150 000
53 Banco Auxiliar	160 000
30 do	170 000
50 deb. Leopoldina R.R. 1869.	140 000
5 " Sorocabana R.R. 150.	150 000
20 Jardim Botanico tramway	140 000
100 Carris Urbanos	231 000
15 Brazileira de Navegacao	95 000
100 Previdente Insc. Co.	40 000
11 deb. Quissamau Sugar Factory	210 000
January 28.	
75 Six per cent apolices	1,065 000
1,000 \$ do	105 1/2 000
10 Banco Brasil	250 000
20 Macahé e Campos R.R.	105 000
100 deb. Leopoldina R.R. 150.	495 000
5 " do	140 000
25 Carris Urbanos tramway	230 000
62 deb. do [7%]	98 000
13 Garantia Insc. Co.	168 000
6 Confianca Insc. Co.	54 000
30 Navegadora Paulista	120 000
10 Arquitectonica	120 000
January 29.	
97 Six per cent apolices	1,065 000
2 do	105 1/2 000
1,000 \$ do	105 1/2 000
2,500 1/4 % Gold Loan 1879.	118 000
50 Banco Brasil	250 000
45 Banco Industrial	210 000
25 Macahé e Campos R.R.	100 000
100 deb. Mogyana R.R.	301 000
20 " Leopoldina R.R. 150.	496 000
17 " do 208.	170 000
5 " Sorocabana R.R. 150.	440 000
104 Carris Urbanos tramway	230 000
200 Telephonica (15 Feb.)	130 000
January 30.	
2 Six per cent apolices	1,065 000
45 do	105 1/2 000
1,000 \$ do	105 1/2 000
100 deb. Prov. Rio	105 000
11 Banco Commerico	231 000
20 Banco C. Real do Brasil	30 000
10 Macahé e Campos R.R.	105 000
25 deb. Sorocabana R.R. 100\$.	55 500
65 Jardim Botanico tramway	140 000
100 deb. Brazil Industrial	210 000
14 Carrugadoras Fluminense	150 000
20 Telefonicas (b. o. 26 Feb.)	130 000
100 hyp. notes Banco Predial	68 000
January 31.	
25 Six per cent apolices	1,065 000
34 do do	105 1/2 000
6,000 \$ do do	105 1/2 000
10 Banco do Brasil	350 000
12 Banco Rural	277 000
5 Banco Commerico	232 000
50 Jardim Botanico	140 000
10 Confianca Insc. Co.	54 000
10 Ducas D. Pedro II.	120 000
80 Telephonica (31st Feb.)	130 000
February 3.	
78 Six per cent apolices	1,064 000
66 do do	105 000
1,000 \$ 66% Gold Loan 1869.	133 000
100 Banco Brasil	250 000
72 deb. Leopoldina R.R. 6 1/2 %.	170 000
160 Jardim Botanico tramway	240 000
200 Carris Urbanos [18th]	168 000
20 Garantia Insc. Co.	168 000
28 hyp. notes Banco Brasil	98 000
160 " do	98 000
30 " Banco C. Real do Brasil gold 5 1/2 %.	78 500
100 " do do	100 000
20 " do do (60%)	66 1/2 000

MARKET REPORT.

Rio de Janeiro, 4th February, 1884.

Exports.

Coffee.—We have had but nine working days since our last report and the sales reported during this period amount to a very fair business. Receipts have shown some decrease, but still average about 10,000 bags per day. Prices were reduced 100—200 reis per arroba on the 27th ulto and the tone of our market is now considered firmer, to which the permanence of exchange at so low a rate as 19½ no doubt contributes. Prices certainly seem moderate in gold, if confidence were certain in crop estimates; we know that certainty in such a question is impossible, but the tendency of the trade in considering market seems to be distrustful. Here most exporters do not modify their estimates. The 1883-84 crop, it is supposed, will not exceed the present one, say about 3,500,000 bags. We have had a great deal of rain, but fortunately no interruption of traffic on the railway.

Sales since our last report have been:

83,175 bags for United States
24,524 " Europe
8,569 " Elsewhere

116,428 bags.

The total sales in January were:

93,608 bags for United States
81,935 " Europe
19,417 " Elsewhere

374,980 bags.

The clearances have been:

United States:

Europe:

Elsewhere:

bags
5,000
18,490
30, New York Brt Lassell
Feb. 3 do Humboldt
shown no change from the quotations we gave in our last bu-

Europe			
Jan. 24 London Br str <i>Neva</i>	678		
Antwerp do	227		
28 Hamburg Ger str <i>Montevideo</i>	56,600		
Antwerp do	1,200		
31 Hamburg Ger str <i>Argentina</i>	6,780		
31 Bordeaux Fr str <i>Niger</i>	251		
31 Portugal Port bg <i>S. Lourenco</i>	249		
Feb. 3 Genoa Ital str <i>Elena Anna</i>	1,624		
Elsewhere:			
Jan. 29 River Plate Brstr <i>La Plata</i>	2,059		
The receipts for the past twelve days have averaged 10,180 bags against 11,028 bags for the preceding nine days and the daily average during January was:			
9,670 bags			
against 10,165,493 " in 1883			
7,883 " 1883			
7,797 " 1882			
10,144 " 1881			
4,944 " 1880			
6,882 " 1879			
and the total receipts from 1st Jan. to 31st January have been:			
2,771,202 bags			
against 4,765,493 " in 1883			
3,026,000 " 1883			
4,020,930 " 1882			
2,802,505 " 1881			
2,222,311 " 1879			
2,337,579 " 1879			
Brokers' quotations are:			
per kilo	per arroba		
Washed... 4800—5200	68400—7800		
Superior... nominal	nominal		
Good first... 4 500—4 700	6 700—6 900		
Regular first... 4 400—4 600	6 600—6 800		
Good second... 3 680—3 810	5 400—5 600		
Ordinary second... 3 200—3 410	4 700—5 000		
Capitania... nominal	nominal		
Escollera... 2 600—2 700	3 900—4 100		
Vessels loading and to load.			
	bags.		
New York Amer str <i>Merrimack</i>	20,000		
do Br str <i>Rubens</i>	18,000		
do Br bk <i>St. Kilda</i>	20,000		
do <i>Rosella Smith</i>	5,000		
do Br str <i>Archimedes</i>	—		
do " <i>Guadalupe</i>	—		
Baltimore Amer bk <i>D. Pedro II.</i>	3,000		
do lug <i>Adda Y. Bonner</i>	10,000		
do Arg. ship <i>David Stewart</i>	12,000		
Galveston Nor str <i>Favorit</i>	4,000		
New Orleans Belg str <i>Pascal</i>	—		
Baltic Dan Sch <i>Millennium Haab</i>	3,000		
London and Antwerp Br str <i>Treat</i>	—		
Hamburg do Gr str <i>Coudor</i>	—		
do " <i>Caran</i>	—		
Havre Fr str <i>Ville de Moulins</i>	—		
do " <i>D. Pedro</i>	2,000		
Trieste Br str <i>Centurion</i>	—		
do Cr str <i>Celia</i>	—		
Total clearances of Coffee from Rio during January.			
DESTINATION	1883	1884	1885
UNITED STATES.			
Bags.	Bags.	Bags.	
New York	20,000	14,200	14,200
Baltimore	70,614 118 1/2 103 584	—	—
London	40 180 18 141 1 313	—	—
Hampshire Roads f.o.	5 804 5 520	—	3 652
Richmond	—	—	8 200
Charleston	—	—	8 200
Mobile	—	—	8 200
New Orleans	35 378 18 156 32 295	—	—
Galveston	35 100 4 000	—	—
St. Thomas f.o.	—	—	—
S. Francisco Cal.	—	—	—
Total	163 130 157 939 187 794	—	—
EUROPE.			
Channel I. O.	3,000	4,000	4,000
Havre	6 114 3 593 3 720	—	—
Antwerp	2 237 1 008 1 87 297	—	—
North of Europe & Baltic	27 297 10 733 9 707	—	—
England	3 800 2 800 2 800	—	—
Spain	3 108 3 17 3 240	—	—
Lisbon I. O.	—	7 700 7 000	—
Portugal	249 249	—	—
Mediterranean	46 619 53 143 30 047	—	—
Total	87 014 105 133 112 322	—	—
ELSENWHERE			
Canada	—	—	311
Cape of Good Hope	—	5 300	6 600
River Plate & West Coast	2 893 370	2 630	8 550
Total	2 893	5 670	8 550
UNITED STATES.			
United States	163 130 157 939 187 794	—	—
Europe	87 014 105 133 112 322	—	—
Elsewhere	2 893 5 670 8 550	—	—
Totals	253 037 268 742 308 666	—	—
Total clearances of Coffee from Rio during seven months of crop-years.			
DESTINATION	1884-85	1883-84	1882-83
UNITED STATES.			
Bags.	Bags.	Bags.	
New York	14,250	14,250	14,250
Baltimore	98,600 86,444 1,000	—	—
Hampton Roads f.o.	105,505 270,859	—	—
Richmond	—	27 124	26 370
Charleston	—	14,103	14,103
Mobile	—	26 203	25 951
New Orleans	132,738 105,133 112,322	—	—
Galveston	40,000 42,200 66,433	—	—
St. Thomas f.o.	—	—	1,000
S. Francisco Cal.	—	—	—
Total	1,064,064 1,259,223 1,644,716	—	—
EUROPE.			
Channel I. O.	—	9,750	7,000
Havre	42,984 57,853 49,034	—	—
Antwerp	28,510 37,648 106,547	—	—
North of Europe & Baltic	285,506 339,687 333,679	—	—
England	133,738 105,133 112,322	—	—
Spain	8,463 8,463 8,463	—	—
Lisbon I. O.	7,994 7,994 7,994	—	—
Portugal	3,299 726 1,932	—	—
Mediterranean	332,253 374,574 347,947	—	—
Total	900,134 676,360 1,139,885	—	—
ELSENWHERE			
Canada	—	1,849	—
Cape of Good Hope	58,200 36,093 63,681	—	—
River Plate & West Coast	32,710 17,800 38,012	—	—
Total	90,914 53,899 95,933	—	—
UNITED STATES.			
United States	1,604,064 1,259,223 1,644,716	—	—
Europe	990,134 676,360 1,139,885	—	—
Elsewhere	90,914 53,899 95,933	—	—
Totals	2,595,110 1,959,484 2,880,534	—	—

Imports.	
There are still complaints as to the general movement in the Import markets, and the business done has been moderate. Flour is dull and weak; the various qualities of Pine maintain their position: Kerosene is again in large supply; a cargo of Rice, about 13,000 bags, has arrived, but the market is quoted firm.	
FLOUR.—The arrivals since our last report have been:	
Diana from Richmond :	
Callego 2,595 bbls.	
O'Dance 2,520 " 3,845 bbls.	
Adda Y. Bonner from Baltimore :	
Codorus 3,100 bbls.	
Piedmont 1,000 "	
Castilla 700 "	
Noblesse 500 "	
Mr. Vernon 500 "	
Silver Spring 500 "	
Braganca 300 " 4,400 "	
Merrimack from Chile 4,050 bags..	1,400 "
Merrimack from Chile 4,050 bags..	
Alcantara 1,500 bbls.	
Codorus 1,300 "	
Piedmont 1,000 "	
Castilla 700 "	
Noblesse 500 "	
Mr. Vernon 500 "	
Braganca 300 " 4,400 "	
17,145 bbls.	
Sales since our last report have been about 8,000 bbls. and stock in first hands is estimated to be.	
43,000 bbls American	
3,000 " Trieste	
1,800 " Chili	
48,000 bbls.	
Brokers quote the market rather flat and with little demand at the following quotations:	
Trieste 16,000—18,000	
Richmond 1st 18,000—18,250	
2nd 17,000—17,250	
Baltimore 1st 18,250—18,750	
2nd 17,250—17,500	
Western & Int'l. 16,000—18,000	
Chili 15,500—16,500	
River Plate 16,500—17,000	
Arrivals in January were:	
32,980 bbls American	
4,000 " Trieste	
6,731 " Chili	
43,713 bbls.	
against 41,868 in January 1884	
Pitch Pine.—There have been no arrivals since our last report. The cargo ex <i>Isabella</i> from Wilmington was sold at 16,000 without right to claims. Broker's quotations are unchanged 16,000—18,000 per ton.	
Rubber Pine.—Receipts have been:	
400 bbls. per Adda Y. Bonner from Baltimore	
151 " Galveston from New York	
170 " Arequipa do	
10,000 " Austria do	
Brokers quote at 6,500—6,800 per case. Receipts in January 37,000 cases, against 55,166 cases in 1884.	
Lard.—Receipts 9,350 kegs per day Adda Y. Bonner from Baltimore. There is no change in quotations; 120 reis per lb. Receipts in January were 4,000 cases, against 4,000 for the same month last year.	
Rosin.—Receipts have been:	
400 bbls. per Orione from River Plate	
215 " New York do	
Quotations are unchanged 4,800—4,800 per bag. Receipts in January were 5,974 bags, against 4,441 for the same month in 1884.	
Hay.—There have been no receipts since our last report. In January we received 1,108 bales, against 945 for the same month last year.	
Brown.—Receipts have been:	
700 bags per Orione from Pernambuco	
1,645 " Nitro	
500 " Lassell	
9,020 " D. Pedro	
all from the River Plate. Quotations unchanged at 2,700—3,000. Receipts in January were 6,935 bags against 5,341 bags in 1884.	
Codfish.—Receipts have been:	
2,600 bags per Union from Pernambuco	
1,915 " Cornucopia via Bahia	
all to dealers. Receipts in January were:	
12,350 bags. 12,000 Canadian	
1,700 bags Norwegian	
13,350 packages against 8,800 packages in January 1884.	

Coal.—Receipts have been:	
646 tons per <i>Gordon</i> from Swanson	
1,453 " Grey from Liverpool	
862 " Nauik from Newport	
2,005 " H. B. Cann from Cardiff	
to companies and dealers.	
Receipts in January were 10,011 tons British and 40 tons German, against total receipts of 25,079 tons in 1884.	
Cement.—No arrivals and brokers still quote English at 7,300—7,500 and German	

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNMENT TO
Jan. 22	Celia Gr	Antwerp ^{2d}	H. Stoltz & Co
23	Neva Br	River Plate ^{2d}	Royal Mail
24	Ebbe Gr	Santos ^{2d}	Wile & Son Co
24	Eliz. Anna Ital	River Plate ^{2d}	V. Tavares Sons & C
25	Chatham Br	Liverpool ^{2d}	Norton M'w & C
26	V. de Maccio Fr	Porto Alegre ^{2d}	A. Lemos & C
27	Indiana Br	Southampton ^{2d}	Royal Mail
28	Magellan Br	Gibraltar ^{2d}	G. Urech
29	Montevideo Gr	Valparaiso ^{2d}	Wilson Sons & C
29	La Plata Br	River Plate ^{2d}	Royal Mail
29	Lassell Br	Bremen ^{2d}	H. Stoltz & Co
30	Galilee Br	River Plate ^{2d}	Norton M'w & C
30	Niger Fr	San ^{2d}	Messageries Mar. & Min.
30	Argentina Gr	San ^{2d}	J. J. G. & Co
31	Merimont Amer.	New York ^{2d}	Wilson Sons & C
Feb. 1	Graving Br.	Porto Alegre ^{2d}	Norton M'w & C
1	Santos Gr.	Hamburg ^{2d}	F. Johnston & C
1	Achimedes Br	Liverpool ^{2d}	Norton M'w & C
1	Humboldt Br	Liverpool ^{2d}	do
1	Magellan Br	Liverpool ^{2d}	do
1	Chatham Br	Santos ^{2d}	do
2	Galilee Br	Hamburg ^{2d}	do
2	Niger Fr	Bordeaux ^{2d}	Coffee
2	Lassell Br	New York	Sundries
2	V. de Maccio Fr	Santos ^{2d}	Coffee
3	Humboldt Br	New York	Sundries
3	Santos Gr.	Santos ^{2d}	Sundries

DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	WHERE TO	CARGO
Jan. 24	Neva Br	Southampton [*]	Sundries
24	Ebbe Gr	Havre [*]	do
24	Concord Gr	Santos [*]	do
25	Chatham Br	Valparaiso [*]	do
25	Humboldt Br	Santos [*]	do
26	Cello Gr	Hamburg [*]	Coffee
26	Magellan Dan	Hamburg [*]	Sundries
26	Montevideo Gr	Liverpool [*]	do
26	Magellan Br	Porto Alegre [*]	do
26	Chatham Br	Santos [*]	do
27	Galilee Br	River Plate [*]	do
27	La Plata Br	Hamburg [*]	do
27	Golice Br	Southampton [*]	do
27	Niger Fr	Bordeaux [*]	Coffee
27	Lassell Br	New York	Sundries
27	V. de Maccio Fr	Santos [*]	Coffee
27	Humboldt Br	New York	Sundries
27	Santos Gr.	Santos [*]	Sundries

Calling at intermediate ports.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, FEBRUARY 4th, 1883.

NAME	TONS	TONS REGISTERED	WHERE FROM	CONSIGNMENT TO
American				
W. H. Pearson	461	Jan. 9	Marseilles.	Cerf, Dale & Co.
D. Pedro II.	465	15	Baltimore.	F. Clemente & C
W. E. Gibbs	465	21	Richmond	Philipps Bros & Co
W. A. J. Bonner	463	23	Baltimore	Philipps Bros & Co
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
British				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
French				
J. H. Pearson	651	Jan. 9	Marseilles.	Cerf, Dale & Co.
D. Pedro II.	465	15	Baltimore.	F. Clemente & C
W. E. Gibbs	465	21	Richmond	Philipps Bros & Co
W. A. J. Bonner	463	23	Baltimore	Philipps Bros & Co
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
German				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Spanish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Portuguese				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Italian				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Danish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Irish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Belgian				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Austrian				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swiss				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Portuguese				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Portuguese				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Portuguese				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Portuguese				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205	Nov.	Cadiz.	V. M. Leone & Co
H. D. Pedro II.	465	Jan. 9	Cadiz.	D. Pedro II R.R.
W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
W. A. J. Bonner	463	21	Baltimore	Norton M'w & C
W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
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W. E. Gibbs	465	15	Baltimore.	Norton M'w & C
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W. H. Adelaide.	377	Feb. 2	Hightown.	Industries
Swedish				
H. R. Ronula	205			

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